

INTIMATION

A. S. WATSON, & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

WATSON'S
E
VERY OLD LIQUEUR
SCOTCH
WHISKY
A BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLAND
OF
GENUINE AGE
AND
FINE MELLOW FLAVOUR.

PER DOZEN - \$16.50

ROBT. PORTER & Co's
BULL DOG BRAND
GUINNESS' STOUT
IN PINTS AND SPLITS.

A. S. WATSON & CO.
LIMITED,
ALEXANDRA BUILDINGS.
Hongkong, 26th April, 1909.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic address: PRESS.
Codes: A.B.C. 5th Ed. Lieber.
P. O. Box, 34. Telephone No. 12.HONGKONG OFFICE: 104, DES VOEUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC**Our Ward Press.**

HONGKONG, MAY 18TH 1909.

The agreement reached after a third conference by the British, French and German financiers inter sed in the Canton-Hankow railway loan represents perhaps the best possible solution of a difficulty brought about by the Chinese Government's disregard of its obligations.

A Chinese contemporary, we notice, has waxed very wroth that the British Government should have instructed its representative in Peking to enter a protest against the action of the Chinese Government in concluding a loan for the Canton-Hankow railway without first having submitted the intention to the British Government in accordance with the terms of the Convention of 1905.

According to our Chinese contemporary, this betrays a lack of genuine sympathy with China on England's part, because "it has been admitted by the highest British financial authority that the agreement of 1905 is not binding and that the loan was purely a business transaction with which the British Government has absolutely nothing to do."

This can only be characterised as absolute nonsense. On September 9, 1905, the then Viceroy at Wuchang, CHANG CHIN-TUO, who himself arranged this contract with the German Bank about which the dispute has arisen, wrote to the Consul-General at Hankow, Mr. FRASER, as follows:

In view of your services in obtaining for me a loan through the Hongkong Government of £1,000,000 on very fair terms, wherewithal to redeem the Canton-Hankow Railway, I give you a binding assurance that, should it be necessary to borrow funds abroad for the construction of the Canton-Hankow Railway, British financiers shall have the first option of undertaking the business, and, if bought abroad, British firms shall have the first option of supplying the machinery and materials.

We may recall the fact that the present is not the first occasion on which the British Government has sought to protect its claims under this Convention. When in May 1907 the Viceroy at Wuchang was engaged in negotiating with the Yokohama Specie Bank a loan for the Canton-Hankow and the Szechuan-Hankow railways, the British Minister at Tokyo, under instructions from London, communicated to the Japanese Government the terms of the engagement made by China in 1905, giving preference to British capital in case a foreign loan should be required for these railways. He expressed the hope of the British Government that no loan might be granted by Japan which might prejudice British interests in regard to railways in China. The Japanese Government, upon receipt of that communication, took prompt steps to dissuade the Specie Bank from proceeding with the negotiations; intimated to the Viceroy that they had definitely withdrawn their support of the Specie Bank in the proposed loan, and added that in their judgment China had no alternative but to abide by the terms of her engagement with Great Britain. It shows the value which the Chinese Government places upon its solemn pledges when within a space of two years it again deliberately seeks to ignore the convention. The matter is one in which the Colony of Hongkong is directly interested, for when this Colony advanced to China over a million pounds sterling to redeem the concession from the Anglo-Russian group into whose hands it had passed, it was with the object of securing that the loan should not pass under other than purely Chinese or British auspices. All Powers are concerned to see that China does not ignore her solemn engagements made with either of them, and according to the published accounts of the Paris Conference, a couple of months ago, even the German group admitted that the protest proposed to be entered at Peking was quite legitimate, the view they took of it being that "if it succeeded the Germans would doubtless be 'kicked out' (sic), but they would not 'lose face' in China, because they would not have broken their contract with the Chinese Government. The main obstacle to an earlier agreement of the three groups has been the question of control, the Germans urging objections to enforcing control by a European engineer as likely, in view of past experience, to cause local dissension and delays; but although the telegraphic summary of the basis of the compromise is silent on the point, it is to be assumed that the German representatives have given way on this essential point and so facilitated the settlement which has been reached on the basis that the three groups shall share equally in the loan and that the Canton-Hankow line shall have a British Engineer-in-Chief, while on the Hankow-Chengtu line the Engineer-in-Chief shall be German, and in the event of a further extension of that line the Engineer-in-Chief is to be a Frenchman.

The corner-stone of the new capitol building at Manila is to be laid on the morning of the 21st, nine o'clock, on Camp Wallace.

The deliberations about the delimitation of Macao will take place in Hongkong and for this purpose Glenayre Building has been taken.

The Ward Comedy Co., which has had a most successful season at Singapore, left the Southern port last week for Perth, Western Australia.

The contract for the erection of eleven mild steel bridges and one large breakdown crane for the Fokien Railway has been awarded to Messrs. Howarth, Erskine, Ltd.

At the Magistracy yesterday three natives were fined 37' each for having been in the servants' quarters at Astor House without permission.

Three cases of plague were reported during the forty-eight hours ended yesterday, two of which were fatal. The number for the week was six and four deaths. Three cases of smallpox were also recorded during the week.

An unusual case was heard at the Magistracy yesterday, when a Chinese was charged with hawking dog flesh. Mr. J. H. Kemp, before whom the case was brought, was inclined to believe that the defendant was not acting illegally and adjourned the matter for consideration.

Between Saturday night and Sunday morning some person entered the committee room of the Chinese Y.M.C.A., which was locked with the key left in the lock, and opened the safe by means of a duplicate key and stole therefrom \$237. The thief also took away with him a pongee silk long coat.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

Li Kam Chuen \$50

Kwok Ching-han 50

Lo Ye Shing 10

At a meeting of the directors of Weeks and Co., Ltd., of Shanghai, it was decided to recommend the payment of a final dividend of 6 per cent, making 10 per cent for the year ended 26th February, 1909.

Capt. Wittslech of the German steamer *Loosak* reported on arrival at Singapore that the chief engineer, Mr. Winkelmann, died on the 8th of April. The body of the deceased was brought on to Singapore where the funeral took place.

One of the busiest places in Manila for the past four weeks has been the Philippine Normal School, where 1,000 Filipino teachers and government students have been attending the combined industrial and academic course of the annual assembly of Filipino teachers.

The Bureau of Internal Affairs at Washington, has just disposed of a batch of bonds of the city of Manila amounting to \$995,000 at the rate of 10.228. A second batch of \$5,000 was disposed of at the advanced price of 105. The bonds mentioned are doubtless those issued for sewer and water-works construction.

The return of visitors to the City Hall Library and Museum for the week ending the 16th May, 1909, shows that of non-Chinese there were 403 to the Library and 200 to the Museum and of Chinese 218 to the former and 2,912 to the latter. The Library was, therefore, used by 621 persons and the Museum by 3,112.

A lady, Dr. Marie Stoops, D.Sc., has gained the distinction of being the first investigator to carry out an extended research into the primeval vegetable fossils of Japan. Dr. Marie Stoops, who is Lecturer on Fossil Botany at Manchester University, spent eighteen months in Japan, and was the first European woman to be allowed to go over the Imperial University. She is writing a report of experiences, which will shortly be placed before the Royal Society.

Referring to the appointment of Mr. William A. Rublee as Consul-General at Hongkong in succession to Dr. Wilder, a Manila contemporary says:—Consul-General Rublee will not be a stranger in Hongkong. He was United States Consul-General at that port in 1902. He was later transferred to Havana and, in 1903, to Vienna, from which place he comes to Hongkong again. William A. Rublee was born in Madison under the wholesome influence of the Wisconsin State University, that has wielded and still wields such a power in American politics and sociology. For some unaccountable reason he did what many another western boy foolishly did, went to Harvard University for his academic education. Like some other shining lights in the United States consular corps, Mr. Rublee was a journalist by profession before he became a diplomat. He made his beginning in the consular service at Prague, in 1890. Rublee was a editorial writer on the *Milwaukee Sentinel*.

After reading so much about the lack of good feeling between Americans and Japanese it is interesting to note what an American journal had to say just before the recent visit of the two Japanese cruisers to San Francisco. At the outset it refers to the fact that socially the American people are in debt to the Japanese to an extent which it will be difficult to repay. It proceeds: "The Japanese are our most formidable competitors in a great many things, but there is one in which we cannot afford to let them beat us if we can help it, and that is in courteous and abounding hospitality. Just what programme will be arranged is not yet settled, but, considering that the *Asa* and *Soya* are national ships, and that they are making what is really a visit of ceremony, it would seem proper for the Mayor to appoint a citizens' committee to take charge of the entertainment of our visitors, and, as the time is short, prompt action is necessary. The visit of two cruisers is not a great national occasion like the visit of a battleship fleet, but it is to be formal and pre-arranged, a certain amount of ceremony is proper, and if there is any error at all in proportioning the reception to the occasion, it should be on the right side. California hospitality has come to have quite distinctive characteristics of its own, and we must give our visitors a first-class exhibition of it.

An advance in amusements on the high seas has been made on the P. and O. ss. *Namur*. One of the passengers Mr. W. A. Mace, I.M. Customs, had with him an optical lantern, and a fine selection of slides, as well as about 2,000 feet of cinematograph film. The first entertainment began with a portrait of the Captain of the good ship, the photograph and lantern slide both being done on board. This was followed by a series of pictures of the famous *Lusitania*, and of the White City, concluding with various interesting Shanghai views and studies. The second entertainment took place with a certain amount of pitching and tossing, but the arrangements were so carefully made that there was less risk in the moving pictures than often occurs on land. Beginning with the Lumière process, the exhibitor's own work, were exhibited and gave great pleasure. The Captain in thanking the operator and owner of the apparatus complimented him on the excellence of his exhibition, and remarked that it was the first time he had ever seen or heard of a cinematograph entertainment being given on the high seas. The light was not as powerful as desired, so the photos in natural colours were not quite as vivid as they would have been with better illumination, but in spite of the difficulties, Mr. Mace gave a most delightful entertainment, the pictures being greatly admired, and the comic ones can sing roars of laughter.

An unusual case was heard at the Magistracy yesterday, when a Chinese was charged with hawking dog flesh. Mr. J. H. Kemp, before whom the case was brought, was inclined to believe that the defendant was not acting illegally and adjourned the matter for consideration.

Between Saturday night and Sunday morning some person entered the committee room of the Chinese Y.M.C.A., which was locked with the key left in the lock, and opened the safe by means of a duplicate key and stole therefrom \$237. The thief also took away with him a pongee silk long coat.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

Li Kam Chuen \$50

Kwok Ching-han 50

Lo Ye Shing 10

TELEGRAMS.

Protected by the Telegraphic Message
Copyright Ordinance, 1894.

"DAILY PRESS" EXCLUSIVE SERVICE.

PLAQUE AT YOKOHAMA.

TOKYO, May 17th.

The pest has broken out at Yokohama, and several fatal cases are reported.

THE BRITISH SQUADRON.

TOKYO, May 17th.

The British China Squadron, under the command of Admiral Lambton, has left Yokohama for Nagasaki.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS".]

THE KAISER'S VISIT TO VIENNA.

LONDON, May 16th.

The Press of Berlin and Vienna emphasize the splendid prestige of the Triple Alliance and insist strongly on its peaceful purpose.

THE PARIS STRIKE.

LONDON, May 16th.

The strikers among the postal employers in Paris have been reduced to 400.

It is expected that the service will be normal to-day.

Dismissals continue.

LONDON, May 17th.

The Paris Postal strike is practically over.

There are now only 167 absentees from the Postal Department in the city.

JAPANESE ROYALTIES ABROAD.

LONDON, May 17th.

Their Imperial Highnesses Prince and Princess Nashimoto have left Vienna.

LORD AND LADY ROBERTS' GOLDEN WEDDING.

LONDON, May 17th.

All the papers publish sympathetic stories and biographies of Lord and Lady Roberts on the occasion of their golden wedding to-day.

[FROM THE "CARLENEWS-AMERICAN".]

PORTO RICAN AUTONOMY RESTRICTED.

WASHINGTON, May 11.

The Jevian thunderbolt has been launched against the politicians of Porto Rico. In a special message to Congress to-day, President Taft reviewed the recent acts of the lower house of the Porto Rican legislature and declared that they had shown itself unworthy of the functions conferred upon it by the United States and its members unappreciative of the liberties won for them by the American people.

In view of this the executive recommended that Congress amend the act constituting the Government of Porto Rico so as to deprive the lower house of all authority over financial matters and materially narrow the scope of the autonomy accorded the island.

Washington, May 14.

The message sent to Congress by President Taft about the situation in Porto Rico came as a thunderbolt out of a clear sky to the islanders. There seemed to have been no thought on the part of the assembly that the United States could do other than yield to their demands or allow the deadlock to continue. The President's recommendation that the lower house of the legislature be deprived of some of its power dumbfounded the leaders. Their first consternation has given way to anger. They are now greatly incensed at the President and mutterings of rebellion are heard throughout native political circles.

OPIUM PENALTIES IN THE PHILIPPINES.

A minimum fine of P30' and a minimum

of imprisonment of three months for those

persons found in the illegal possession of opium

or convicted of its illegal use has been imposed

by a bill approved last week by the Philippine

Commission.

Up to the present the law has provided a

maximum penalty with the result that in the

use of their discretionary power some judges

have imposed very low penalties upon persons

convicted of having made illegal use of it.

The new provision, should it meet with the

approval of the lower house, to which it has been

sent, will strike fear, a Manila contemporary

says, into the hearts of those who have up to

the present broken the law with impunity. The

purpose of the bill is to make the punishment

an effective one and not merely a license to

illegally traffic in and use the prohibited drug.

The now provision, should it meet with the

approval of the lower house, to which it has been

sent, will strike fear, a Manila contemporary

says, into the hearts of those who have up to

the present broken the law with impunity. The

purpose of the bill is to make the punishment

an effective one and not merely a license to

illegally traffic in and use the prohibited drug.

The now provision, should it meet with the

approval of the lower house, to which it has been

sent, will strike fear, a Manila contemporary

says, into the hearts of those who have up to

the present broken the law with impunity. The

purpose of the bill is to make the punishment

an effective one and not merely a license to

illegally traffic in and use the prohibited drug.

SHIPPING NOTES.

RAILWAY NATIONALISATION IN JAPAN.

Two new steamers called the *Kitano* and *Tokuwa*, each having an aggregate tonnage of 8,600 tons, will be placed on the European service of the Nippon Yusen Kaisha. One of the new liners was constructed in the *Mitsui* Bishi Shipbuilding Yard and the other in the *Kawasaki* Yard.

The Nippon Yusen Kaisha fleet at present comprises eighty steamers ranging between 700 and 8,500 tons, with an aggregate tonnage of about 29,300 in addition to forty steam launches representing a total tonnage of about 1,400. Besides these vessels, the company is taking charge of seven steamers with an aggregate tonnage of 27,291, which were prizes of war taken by the Navy, and two steamers with a total tonnage of 8,452 belonging to the Department of Agriculture and Commerce. These Government steamers, says a Tokyo dispatch to the *Asahi*, are used in carrying cargo to India or Australia. Owing to the depression in the marine transport business since last year the company has five steamers lying idle and not sufficient cargo can be obtained to load the Government vessels held in trust, thus adding to the difficulties of the company, which is anxious to return these steamers to the Government. The Navy and Agriculture and Commerce Departments have no means of keeping them, however. No purchasers for the steamers willing to give reasonable prices can be found at present. It has therefore been arranged by the company and the Government that the steamers shall be retained by the company, and an allowance made by the Government towards the expense of maintenance.

The Philippine Commission has killed the Assembly bill prohibiting the employment of foreigners as captains, engineers, and assistant engineers on steamers in the coastwise trade. The object of the bill is to favour seamen who are residents of the Philippine islands or of the United States as opposed to those who owe allegiance to foreign countries, and is the result of the repeated efforts that have been made on the part of Filipino engineers and officers of vessels to get legislative preference over those owing allegiance to foreign countries. According to a report made by the bureau of navigation, there are 217 steamers operating in these islands, the total number of available engineers, including general engineers, first assistant, second assistant and river and harbor engineers, is 457, of whom 12 are Americans, 422 Filipinos, and 23 foreigners.

In the enquiry held at the British Consulate, Kobe, with regard to the stranding of the *Indrahi* on Mushing Island, the finding of the Court was as follows:—“That the stranding was due firstly to the under-estimation of the speed of the ship between Takakami and Mushing. The estimates made of the distance differing greatly, the pilot's estimate being over 104 miles and the Third Officer's 81, whereas the true distance was 14½ miles. Secondly, to an unusual set of the tide to the N.W. in the neighbourhood of Mushing, not anticipated by the pilot. The Court is satisfied that the absence of soundings being taken did not contribute in any way to the accident, there being no change in the depth of water, and that the errors of the standard compass were correctly known and applied. In these circumstances the Court held that the Master, Captain Macfarlane, must be held free from all blame, but it considers that the pilot committed an error in judgment, seeing the conditions of weather, in not ordering the Master to anchor before approaching narrow waters. The Court considers that the 3rd Officer might have used his discretion in warning the Master, after he had gone below for his breakfast, that the weather seemed thicker. The costs, amounting to £6,12,6, were ordered to be paid by the Master, as being a party to the proceeding in Court.”

The Cunard Steamship Co.'s report for last year shows that the profits for the year, including £109,882 brought forward, amount to nearly £300,000. To this is added nearly £100,000 from the insurance fund and £50,000 from the reserve fund. After deducting income tax and depreciation for ships and wharf properties there is only a balance of £3,582, which is carried forward to profit and loss. The report states that the financial crisis in the United States depressed freights and disorganized the westbound third-class traffic, the number landing at New York and Boston falling from 31,16,000 in 1907 to 635,000 in 1908.

According to the Japanese newspaper *Hoichi*, a certain party interested in marine insurance is reported to have stated that, during the Russo-Japanese war, the Japanese Government chartered for campaign purposes many Japanese vessels, with the consequence that the number of ships disengaged for registration with Lloyds through unfitness has largely increased. This has had a disastrous effect on Post-bellum marine transportation operations. These vessels being unfit for Japanese coastal voyages, wrecks occur so frequently as to make it appear that the ships are but instruments for casting cargoes in the sea. The marine insurance companies have been thereby so hard hit, as to have concerted measures to drive these vessels from the field. One method has been to refuse insurance on the hull, insuring the cargo only, at the same time raising the premiums. This resulted in a decrease by half of the number of policies effected last year, as compared with the previous year, but with a proportionate decrease in the number of shipwrecks.

THE EMPIRE'S SEAMEN.

CONSULTATION WITH MR. CHURCHILL.

Dr. J. Ingram Bryan of Kobe writes on this subject as follows in the *International Review*. The progress of railway nationalisation in Japan is still in too tentative a condition to justify any definite judgment as to the success of the Government's enterprise in this direction. Up to the present, State management cannot be said to have resulted in either greater efficiency of public service or any economical advantage to the Government itself. Defects in management are attributed chiefly to the inexperience of the authorities in this sort of business or so extensive a scale, embracing as it does more than a dozen of hitherto competing lines of railway communication. Though most of the complaints against the Government's management of the railways come from that large section of the population obdurately opposed to the State's monopolisation of public utilities, it has to be admitted that some of the faults alleged are not without foundation. Of late the public has had to put up with an increasing inconvenience of late trains, dirty cars and unprecedented occurrence of accidents that tend to reflect gravely on the new regime. Not only so, but since the transference of management to Government officials, there has come to light a wholesale system of stealing on the part of employees, resulting in extensive loss of goods in transit. This simply means that when the employees found themselves free from the close scrutiny to which they were subject under the private companies, they took advantage to relieve their present economic depression by praying on the public. It cannot be said, however, that the authorities have been indifferent to the incapacity of the railway personnel, or that these discrepancies of conduct show any indication of becoming permanent features of railway management in Japan. The vigorous manner in which the Government has undertaken to suppress or remove the evils revealed by the reorganisation of the railway system, is doing much to regain the confidence of the public, and doubtless in time this department of communication will prove as efficient and profitable as the authorities anticipated.

As yet, however, the nationalisation of railways is far from satisfactory from a financial point of view. For the appropriation of the seventeen private lines now under its control, the Japanese Government had to pay bonds to the extent of some 430,000,000 yen, which, at five per cent. interest, means an annual outlay of 24,000,000 yen. But the net profit on the railway lines last year was only about 8,000,000 yen more, than the above interest; which profit, after deducting some half a million yen for a reserve fund, was devoted to extension and improvement of the lines. Over against this, the Government has to face the fact that the Budget for this year requires for railway extension and improvement a total amount of not less than 29,100,000 yen, which means that at least 21,500,000 yen will have to be obtained by loans. As the prospect of further borrowing is wholly inconsistent with the financial programme of the present Cabinet, it remains to see how this money is to be raised.

Since Baron Goto, late president of the South Manchuria Railway, assumed the portfolio of Communications in the New Katsura Cabinet, there has been a marked improvement in the management and general efficiency of the Japanese railway system. The first radical change instituted was the complete separation of the railway finances from those of the State, so that these might be placed on an independent basis similar to the working of a private corporation. To some extent this move was a concession to public opinion, as there had been a distinct demand for it during the past twelve months. The public mind will now be relieved from the complex operation of having to follow the progress of the national enterprise through the maze of Budgetary revenue and expenditure, and be able to see whether public ownership can justify itself on its own merits. This means that henceforth the Government railways will be managed pretty much as they were before their appropriation by the State, and that all profits accruing from them will be devoted to the greater efficiency of the railways themselves.

The entire railway system of the empire is now to be apportioned into sections, each under a division superintendent, after the manner of American and Canadian railways, implying a strict enforcement of supervision down to the humblest employee of the roads. With these ample facilities for supervision, and the management of the lines as an independent enterprise, there ought, with the progress of experience, to be no difficulty in respecting the general satisfaction which the Government promised when it determined upon the nationalisation of the railways of the empire.

THE ATTITUDE OF THE MANCHUS.

The following letter is taken from *China*, the quarterly record of the Christian Literature Society.

Sir.—Recent remarks in the papers attributing the disgrace of Yuan Shik Kai to personal jealousy or to Manchu reaction seem to ignore the circumstances under which Yuan Yen rose to power and the personality and laudable ambition of the Regent's elder brother, the late Emperor, whom he betrayed and suppressed, and whose followers and associates were surrendered to disgrace and death.

The traditions of the Imperial family are not reactionary nor have they shown themselves averse to taking lessons from other nations. When they conquered China, they adopted the Chinese system of government, and admitted the Chinese to an equal share with the Manchus, and the Monarch has often been more susceptible to the arguments of the missionaries than to his ministers.

Why then should not the Regent, himself, one of the most enlightened of his race, seize the present unique opportunity offered by the death of the late Empress, the discredit of the Boxers and reactionaries, and the triumph and modernisation of the Powers of West and Japan, to guide the Empire on the path of reasonable and moderate reform, retaining the helm in the hands of progressive members of the Manchu race, and of like him, brother, calling in the assistance of foreign-trained Cantonese?

What wonder then if, in such an enterprise there should be found no place for the half-hearted Manchus, and no opportunity be offered him of repeating his treacherous *coup d'état*?

Yours, etc.,

LAO KWANTUNG.

ADMIRAL ROJESTVENSKY'S WILL.

The defence of Admiral Rojestvensky, written by M. Semonoff, was translated into French by the Commandant de Balmourt, a Naval captain. The late Russian Admiral was touched very much by the words of the two officers referred to, and as a small tribute of his gratefulness to them he has left the following words in his will:

“I bequeath my sword to Semonoff, and my epaulettes to Commandant de Balmourt. My wife has just sent to Commandant de Balmourt at Toulon a copy of the will, with the large sealplate which her unfortunate father wore at the battle of Tsushima.

WIRELESS TELEGRAPH AT THE PHILIPPINES.

P170,000 has been appropriated for the bureau of posts for the construction of eight wireless stations in the archipelago, at the following points: Massin, Leyte; Surigao and Mindanao in the province of Palawan; Bojeador, Ilocos Norte; and Basco, Batanes Islands. The construction of these stations has been proposed in order to give telegraphic communication with points between which it has been impossible to maintain cables at a reasonable cost.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charnante, Lait Charnant and Special Skin Tonic and Pouder Charnant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

RUMOURED RECALL OF WU TING FANG.

The following telegraphic dispatch from Pittsburgh has recently been extensively published in America, but we need hardly say there is no truth in the statement that H.E. Wu Ting Fang has been recalled.

Because of his activities in shielding two prominent Chinese arrested here recently for alleged association in a mining swindle, in which their own countrymen were the dupes, Wu Ting Fang may be forced to retire from the diplomatic service.

When Lo Si Ki, the imperial inspector of industries of China, and Yip Yen, his colleague, a very wealthy man, were arrested here March 29, pressure was brought to bear on Mayor George W. Guthrie and the police to release the two distinguished foreigners. Wu Ting Fang was telegraphed to at Washington, and sent as his personal representative Dr. Wellington Yen, second secretary of the Chinese legation, to aid his countrymen in their plight.

As a result of this diplomatic interference the two men were released and apologies offered for the indignity committed.

Believing, however, that there was some truth as to the alleged swindling operations of the two Chinese, Secretary of State Knox took a full explanation regarding the arrest of the Chinese. This investigation, carried on through the initiative of the department of state, has disclosed a number of letters written by Wu Ting Fang threatening his fellow countrymen, who it is said were the dupes of the higher up Celestials, with deportation if they in any way assisted the courts of Pittsburgh in obtaining any information which might lead to the re-arrest and possible conviction of his friends.

The investigation was conducted by Richard Kelly, Chinese expert of the legal police force. He declares that he has unearthed several letters written by the Chinese minister to local Chinese merchants who were prepared to appear against Lo Si Ki and Yip Yen. The tone of the letters is said to be threatening in the extreme, hinting at immediate deportation and severe punishment as much as to be ligatured. This interview took place in Whitehall-gardens.

It was in every sense a frank and healthy interchange of opinion. The members of the Committee, firmly and clearly gave the Chinese and of Minister Wu's complicity in shielding them from deserved punishment is fortified by the attitude of former Director of Public Safety Lang, who was retired a week ago. He says it is his belief that the police had sufficient evidence against Lo Si Ki and Yip Yen to justify their arrest and that he is prepared to stand by Policeman Kelly to the last degree. Last Friday (Lang) sent a number of detectives through the Chinese quarter and they quickly found eight Chinese who declared that they received letters from Minister Wu advising them against aiding the administration of American justice.

It is known that Secretary of State Knox possesses a full knowledge of the circumstances of the alleged fraud, the reason for the arrests and the influences that were brought to bear to save the Chinese from the grasp of the law. Tonight it is seriously said that because of Wu Ting Fang's activities in guarding his countrymen the department of state may address to the minister of foreign affairs in China a diplomatic request that Wu be recalled. —American Exchange.

THE SINKING OF LAND VALUES IN ENGLAND.

In the *Financial Review of Reviews* Sir John Bolleson, at one time President of the Surveyors' Institution, contributes a very vigorous paper on the creation of land values. He says that while land values in nearly all parts of the world have been constantly increasing, land values in England have simultaneously been on the decrease. Agricultural land has fallen, up to 70 per cent. of the former value, and the market in urban land is practically over. The building trade is in a state of stagnation. He declares that a great portion of the agricultural land that changes hands in these days does not recover the holder for the cost of the improvements. He grants there are exceptions, where land becomes more space with a pressure of population. Then there is an increment, but these spaces are small in proportion to the whole of most urban areas, only a small quantity of land being covered annually. Why then tax a value that is often a minus quantity? Sir John goes on to declare that to hold up land as against a willing purchaser is such a bad financial operation that it is seldom effected, except by public bodies, in which the L.C.C. takes the lead. To tax building land, already in these times unproductive, would be to help in the ruin of the speculative builder, and to kill the goose which lays the golden egg. He objects to the “common error” that the land is a necessity. Why is land a necessity? he asks. People in this country are fed by other countries. The loss of our market for our own agricultural production does not appear to be balanced by an era of cheapness, for he adds, “I am sure that anyone who will agree that for a poor man France is a cheaper country than this, and that the charges for living there are on a considerably reduced scale.” The writer must have penned this paragraph before the Government Report appeared which shows that for a poor man the cost of living in France is much greater than in England.

THE ATTITUDE OF THE MANCHUS.

In view of the discouraging nature of this report, Mr. Zangwill, president of the Jewish Territorial Organisation, states in his preface that the Council has decided by a unanimous vote that “no further action should at present be taken regarding Cyrenaica.” He cannot resist being facetious at his own expense, and remarks: “In the most painfully literal sense of that much-abused metaphor, the project did not hold water.”

A PROPOSED JEWISH COLONY.

The Jewish Territorial Organisation publishes the report of an expedition which it despatched last summer to investigate the suitability of Cyrenaica for a Jewish territory on an autonomous basis. The expedition was under the leadership of Dr. J. W. Gregory, professor of geology at Glasgow University, and its other members were Mr. M. B. Duff, engineer, surveyor, and expert on water supply; Dr. M. D. Elder, medical officer and zoological collector; and Mr. J. Trotter, expert on agriculture and botany. The party left London on July 5, and reached Tripoli on the 16th. There they were introduced by the British Consul General of Redjeb Pasha, Governor-General of Tripoli, who was very favourable to the project of a Jewish colony in Cyrenaica, and who provided them with letters of recommendation to the Governor of Benghazi, the province which includes the selected territory. It was largely owing to the friendly encouragement of Redjeb Pasha that the investigation was undertaken for the promised intended colonists fiscal and religious independence and military protection from the Arabs. He even offered to give a concession to the Jewish Organisation for the opening of two banks, at Tripoli and Benghazi, and urged that the immigration of Russian Jews into the country should be begun at once. The proffered concession was not accepted, and on the advice of Lord Rothschild, Mr. Oscar S. Straus, and Dr. Paul Nathan (of Berlin) it was resolved to send out a scientific commission to explore the land before deciding upon any settlers.

The report consists of several sections, each of which is contributed by a different member of the party, and it is illustrated by a number of photographs and maps. It embodies the first scientific survey of the great projection of land on the north coast of Africa between Egypt and the Great Syria, for access to this region has been rigorously denied to Europeans hitherto by the Turks. Dr. Gregory's party, after a few days' stay at Tripoli set out for Benghazi accompanied by Professor Nahum Sloush, of the Sorbonne, who had previously travelled through the country, and who acted as chief spokesman. From Benghazi they sailed to Derna on the eastern extremity of the projection, whence they set out with a caravan to conduct their exploration in a westerly direction. They marched to the famous Fountain of Apollon and the ruined city of Cyrene. From this point Dr. Gregory and Mr. Buff descended to the coast at Maras Susa, while the others investigated the neighbourhood of Cyrene. Further exploration followed, and the party returned to London on August 26. The extent of their march was 250 miles, which enabled them to survey 55 square miles, 9 per cent. of the total area of 6,000 square miles of Northern Cyrenaica.

The expedition started out with great hopes, but but disappointed. but he found his report as follows:—“We found Cyrenaica disappointing in spite of its many attractive features, because it is not so unoccupied as we had expected, and its present inhabitants would prove a serious difficulty to its closer agricultural settlement. After our journey through the country we could understand why the Turkish authorities would warmly welcome help in their endeav to develop its resources. We found the country, moreover, less fertile than is reported, though the soils are excellent they are very patchy, and the country is better suited for pastoral than agricultural occupation. I am forced to the conclusion that owing to the scarcity of water the country never has supported and probably never will support a dense population.”

The scarcity of water is not due to a rainfall, but to the porous soil, which makes it difficult to conserve water a difficult and costly undertaking. Dr. Gregory found that the whole plateau of Cyrenaica consists of a vast block of limestone, at least 3,000 feet thick, and the whole mass is as porous as a sieve. The rain seeks quickly into the ground and any that is not lost by evaporation probably flows into the sea through submarine springs. Even if the walls at Maras should prove prolific, he concluded, Dr. Gregory, “the total population which the country could maintain is not likely, at least for fifty years, to exceed half a million, and probably at least one-third of that number is already resident in the country.”

In view of the discouraging nature of this report, Mr. Zangwill, president of the Jewish Territorial Organisation, states in his preface that the Council has decided by a unanimous vote that “no further action should at present be taken regarding Cyrenaica.” He cannot resist being facetious at his own expense, and remarks: “In the most painfully literal sense of that much-abused metaphor, the project did not hold water.”

HOW LESSEPS FOUND HIS WIFE.

General Sir Henry Brackenbury, in “Some Memories of my Spare Time,” communicated to Blackwood tells this romantic story:—

A Frenchman living in Egypt, he was compelled by the illness of his wife to take her to France. He sailed with his wife and two young daughters, but they encountered storms, provisions ran short, and when their voyage round the Cape ended, the wife had succumbed to the hardships that had been incurred; his children were orphans. Some time afterwards he called on M. Lesseps, told him of his misfortunes and of his sufferings on that long sea voyage, and expressed a wish to dedicate the remainder of his life to the furtherance of the construction of the Suez Canal. Lesseps took him on as his assistant to the atelier, and he gave to each of them a flower saying that they should form a wish, last thing at night, and that if it opened, their wish would be granted.

Next morning he came back to the atelier, and found one of the girls smiling, the other in tears. He asked the cause of her sadness. “My flower has not opened,” “Tell me your wish, that, if possible, it may be granted,” was his answer. Lesseps married her, and so her wish was granted.

LATEST STEAMER MOVEMENTS.

The *Silk ex M.M. str. Caledonian* which left this port on the 13th ultimo, was delivered in Lyons on the 15th instant.

The I.C.M. str. *Prinz Sigismund* which left here on the 22nd ultimo, has arrived at Sydney on the 16th instant at 8 a.m.

The M.M. str. *Sydney* with the French Mail of the 23rd ultimo, and made from London on the 24th ultimo, left Singapore on Monday the 17th instant at 3 p.m., and may be expected to arrive here on Monday morning the 24th inst., and will leave for Shanghai and Japan on the same afternoon.

The C.P.R. str. *Montezuma* arrived Nagasaki at 6.30 a.m. on the 16th inst., and left again at 4 p.m., same day for Kobe where she is due to arrive at 6 a.m. to day.

The race takes place on Wednesday the 26th inst.

THEIR SCALPS IN A DREADFUL STATE

Four Children Suffered a Year with Terrible Ringworm—Hair All Came Out in Patches Leaving Scalp Dry and Scaly—Grew Worse Under Various Treatments.

ALL CURED BY TWO SETS OF CUTICURA

“About eighteen months ago my four children had ringworm on their heads and body. They were under the doctor's care over those months without any satisfactory result; in fact they got worse. Then we tried several other so-called remedies without effect. All the hair came off in patches and left the scalp dry and scaly. In fact a friend persuaded me to try the Cuticura Remedies. I used Cuticura Salve, Ointment and Resolvent. I had two lots of each and before I finished the second lot they were completely cured. Now they have beautiful heads of hair, soft and glossy. I find it much superior to all other soaps for the head and skin. My children had been suffering nearly twelve months before I tried the Cuticura Remedies and I shall always recommend them to others.” Edward S. Walker, 67, Oxford St., Leicester,

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

HONGKONG CINEMATOGRAPH.
OPPOSITE CENTRAL MARKET.
Under New Management.

FROM 9.15 TO 11.15 P.M.

TO-NIGHT! TO-NIGHT!

FOR A FEW NIGHTS ONLY.

PROFESSOR VICENTE KEMPP, the only Man in the World who is ABSOLUTELY GLASS PROOF, will appear TO-NIGHT in his marvellous BARE FOOT DANCE.

FOR PROGRAMME AND PRICES
SEE HAND BILLS.

The Management invites any Doctor or any Member of the Public who wishes to examine the feet and the back of Professor VICENTE KEMPP, to come on the stage before or after each performance and do so. The glass eating may also be closely scrutinized by anybody who wishes to do so on the stage.

Hongkong, 18th May, 1909. [745]

IN THE MATTER of the estate of CARIE ALVIRA WALTERS MEGIN, otherwise MABEL SHERMAN, otherwise EMILY LOUISE HALL, late of No. 12, Wyndham Street, Victoria, in the Colony of Hongkong, the wife of HORACE JOHN MEGIN, of the United States Ship "SAMAR" Hospital Steward, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of the Probate Ordinance, 1897, made an Order limiting to the 31st day of October, 1909, for sending in Claims against the above estate.

All Creditors and other persons having any Claims against the said estate are hereby required to send their Claims to the undersigned on or before the said Date.

Dated this 17th day of May, 1909.

OTTO KONG SING,
Solicitor for the Official Administrator,
No. 12, Queen's Road, Central,
Hongkong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG."

having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M. the 18th inst., will be landed at Consignee's Risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO. LTD.

General Managers.

Hongkong, 17th May, 1909. [16]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"NAMUR."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out by Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 17th May, 1909. [1]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out by Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 17th May, 1909. [1]

NEW ADVERTISEMENT

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "ST. PATRICK,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th June, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO. LTD.

Agents.

Hongkong, 17th May, 1909. [744]

WANTED.

LADY returning to England desires a EUROPEAN NURSE to take charge of an infant on the voyage.

Apply by letter—

716,
Care of "Daily Press" Office.

Hongkong, 17th May, 1909. [743]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1907

£16,114,624.

Authorised Capital £3,000,000
Subscribed Capital 2,750,000
Paid-up Capital 687,500 0 0
II. Fire Funds 3,065,374 15 7

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME'S & CO.,
Agents.

Hongkong, 21st July, 1908. [1019]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [415]

SIEN TING

SURGEON DENTIST.

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1908. [504]

GRACA & CO.

(Established 1896).

No. 27, DES. VEUVE ROAD.

Dealers in

POSTAGE STAMPS

AND

VIEW POST CARDS.

Just Received a Selection of

SEINF'S ILLUSTRATED

POSTAGE STAMP ALBUMS.

of Latest Edition, from \$1.75 to \$16 Each.

STORY COIN SEEDS.

Inspection Invited.

548

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"NAMUR."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out by Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 17th May, 1909. [1]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out by Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 17th May, 1909. [1]

PUBLIC COMPANIES

THE PARIS TOILET COMPANY, LTD.

NOTICE

THE THIRD GENERAL MEETING of SHAREHOLDERS will be held on SATURDAY, the 22nd inst., at 12.30 P.M., at No. 5, Queen's Road Central, the Registered Office of the Company, for the purpose of receiving a statement of Accounts and the Report of the General Managers for the year ending 31st December, 1908, and electing an Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY the 19th May, to SATURDAY, the 5th June, both days inclusive.

PERCY SMITH & SETH,
General Managers.

Hongkong, 15th May, 1909. [741]

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

Hongkong, 2nd March, 1909. [110]

TO LET—FURNISHED.

"FUNG-SHUI," THE PEAK.

To be Let
Furnished for 8 months or longer.

Apply—

JOHNSON, STOKES & MASTER,
Solicitors.

8, Des Veuve Road Central.

Hongkong, 2nd March, 1909. [110]

TO LET.

A HOUSE in Wong Nai Chong Road.

A HOUSE in RIPPON TERRACE.

OFFICES To Let, No. 2, Connaught Road,

3rd Floor.

No. 3, CLIFTON GARDENS, Conduit

Road.

No. 10, DES VEUVE ROAD CENTRAL,

at floor.

OFFICES IN YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE

BUILDINGS and No. 16B, DES VEUVE Road

next to the HONGKONG HOTEL.

FLATS in MORETON TERRACE.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"OCEANA,"
FROM DEMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo—

From London, &c., ex. "Mooltan."
From Australia ex. "Mongolia."

From Calcutta, ex. "Sicilia."

From Persian Gulf, ex. "I. S. N. and
B. & P. S. N. Co." Steamer.

Optional Goods will be landed here, unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 18th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 12th May, 1909.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND"
FROM LEITH, ANTWERP, LONDON
AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter or before the 28th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 A.M.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 13th May, 1909.

[734] FROM EUROPE.

THE H.A.L. Steamship

"SILVIA"

Captain, Porcellini, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded, unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 14th May, 1909.

[735]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"BINGO MARU,"

having arrived from the above Ports Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, To-DAY.

Goods not cleared by the 20th inst., will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 13th May, 1909.

[737]

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF
ABSORBING INTEREST.

BY CHAS. J. HAZCOME

(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.)

THE VOLUME which consists of 461
Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwai-han, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE ... \$3.50

To be obtained from Messrs. KELLY & WALSH
Ltd., Messrs. BREWER & CO., or from the
Printers and Publishers, the "HONGKONG
DAILY PRESS" Office.

Apollinaris

THE QUEEN OF TABLE-WATERS.

48 Quarts

24 Quarts

12 Pints

100 Spots

\$14.00

7.00

11.50

15.50

CARLOWITZ & CO.,
Sole Agents,
No. 2, Connaught Road, Central.

FREE TRADE AND UNEMPLOYMENT.

THE TRUE CAUSES OF BRITAIN'S COMMERCIAL PROGRESS.

In the course of an article in "Blackwood's Sir Nathaniel Dunlop, the Glasgow shipowner, writes of the supposed influence of imports on exports. He says: Many are at a loss to account for the extraordinary and varying difference between the value of imports and exports, and to explain how the excess value of imports over exports is paid for. The total value of goods imported during 1908 amounted to £593,140,725, and of exports £377,219,579—a difference of £215,921,144.

The respective figures of 1907 were £545,807,942 and £426,035,083—a difference of £219,728,891.

If one looks at these figures, it is obvious that there can be no interdependence in the volume of imports and exports. For if such dependence really existed, and the demand for the production of goods for export grew with an increase in the volume of imports, the imports would exercise this influence on the £215,921,144 which the value of the exports does not meet, and which the country has to provide otherwise to square the reckoning; and one has only to consider whence these £215,921,144 are derived to perceive the absurdity of the doctrine.

Those who have given attention to the subject know that this excess is not all met by direct money payment. They know broadly from what other sources it is provided, although unable to trace them in detail. They know that inward sea-carriage earned by the British shipowner forms part of them, and helps to swell the official valuation of commodities imported, and that corresponding earnings do not enter into the recorded value of exports, so that imports now unknown to our rulers and to our economic writers, otherwise they would awaken doubt of the wisdom of our present policy, even if there were no other grounds for it; but we have no abounding cause to change our policy if we look around.

These things have been lost sight of, or are now unknown to our rulers and to our economic writers, otherwise they would awaken doubt of the wisdom of our present policy, even if there were no other grounds for it; but we have no abounding cause to change our policy if we look around.

Germany, a nation distinguished in philosophy, science, and in technical skill even beyond our own, is pursuing a line for the advancement of its commerce which our teachers say would be ruinous to us if we took it with the result to Germany that it is advancing in every direction.

Its land is in full cultivation. In population it is growing at a pace that leaves us far in the rear; it is finding employment within its own bounds for its people, and, different from Britain, it no longer needs to send a redundant population to seek employment elsewhere. Having its own markets preserved to its own people, German manufacturers are equipped on the grandest scale, and it can produce iron and other goods as cheap as we. Its wealth and power have so increased that it has become the foremost among European nations, and is even challenging Britain's supremacy on the seas. It cannot be denied that it owes its success to its well-ordered protective duties, which are levied only in a way that tends to promote the interest of their people. Some of Germany's success is unquestionably due to Britain's present Free Trade practice. Germany uses our markets and the Colonial markets which we have provided as freely as—nay, on better terms than—ourselves. (It recently beat us in competition for water-pipes for Kinkoch-Levan.)

A nation of producers obviously cannot be producers of commodities made elsewhere.

If home employment in the production of commodities is to be fostered, measures must be taken to regulate imports so that the greatest possible amount of employment for the people at home may be secured.

If it be desired to encourage between nations an interchange of their manufactures, the principle of "give and take" as between the nations is the only sure method of doing justice to both.

It is besides a step towards universal Free Trade, which is above all else to be desired.

In view of what has been said one wonders how the modern Free Trade doctrines have such a hold on the minds of Ministers. They seem to believe that if one door is closed another is bound to open; that the closed door of the United States produced the open door of Argentina—side Mr. Asquith's late speech. It is difficult to understand how such nonsense is believed. But there is something to excuse it, the vastness of British trade has given a measure of plausibility to the economic teaching by which they have been guided, and a crumb of comfort is said by them to dwell in what is called the mystery of "three-cornered trade." Trade statistics show that British imports and exports surpass in volume those of other nations, and it is imagined that we owe this to the country's Free Trade policy. Holding this view as they do, it is not unnatural that His Majesty's Ministers should cling to Free Trade, and hesitate to disturb the flow of imports. But it is not by any means proven that, even in the past, Britain's commercial progress was due to Free Trade. Unquestionably other far more potent causes contributed to it.

The country's progress in the last sixty years, of which the writer can speak from personal experience, is traceable to many causes other than Free Trade. In his view, while Free Trade contributed something to it, it played a very subordinate part. Britain's singular position gave it a very great advantage over European nations, jealous of one another, whose boundaries touched. Britain's young men, at the receptive age and onwards, were free to work, while Continental powers employed a vast number of them as soldiers. Britain had absolute peace within its borders all these years, and its industrial population were engaged in the arts of peace at times when those of other nations were engaged in war. The climate of Great Britain fostered a strong, capable race of men, who were educated in the earlier years above the average of nations. Most of the great centres of population were planted in the midst of mineral fields—coal and iron—which gave an immense advantage in the production of machinery; maritime enterprises, also, were stimulated, and colonising encouraged.

The discovery of gold in Australia gave a great impulse to Britain's trade. Crowds went thither, and ships were built to carry them and the supplies for all their wants, to our great dependency. The supplying of these gave employment to our people; the country receiving in return gold and other produce.

Canada and the United States in these early years took most of their soft goods from Britain; their own manufacturing industries being then undeveloped.

The fact that crude oil is now being used by the British Navy as fuel, owing to the valuable space economy and the probability of other navies following the example, opens up another prospect of great importance in oil production as does the manufacture of brackets, the new popular form of compressed fuel, of which crude petroleum is the chief ingredient.

The Crimean War and the Indian Mutiny, although they had a disturbing effect on the nation, had many compensations. They stimulated trade by the demands they made for army and navy supplies. The distribution of money among manufacturers engaged in the production of these was most helpful, although the money figured later as National Debt.

But the great stimulus to Britain's trade during the period named was given by the Civil War in America, which removed from the seas America's great merchant fleets, which were competitors with ours both in home and foreign trade. Britain became absolutely supreme in shipping, and this position it has ever since maintained. The Civil War delayed for years the development of manufacturing industries in the United States, and enabled us to serve the markets in which they before competed with us, including even their own.

Following upon this came the Franco-German War, which removed France and Germany for a long time from active trade competition with us.

India and our Colonies were meantime expanding at great pace, taking our produce freely and supplying us in exchange with raw material. Then came the wonderful development of industries, due to the employment of iron where wood had formerly been used. No nation could vie with us in iron and its products. In iron shipping we had a monopoly. Railways came to be formed at home and in great number, and our prominence in engineering caused us to be the suppliers of these for home and foreign requirements.

It will be seen that Free Trade played a very subordinate role alongside of these great causes of Britain's prosperity.

Later on he says: Cobden's Free Trade was different from that which we presently have.

Cobden did not contemplate giving freedom to import manufactured goods from countries which erected a tariff wall against ours. His immediate aim was to secure reciprocity by means of a partial abolition of duty, hoping that absolute Free Trade between nations would follow. His last great achievement, the reciprocity treaty with France, was not a Free Trade treaty.

He never realised his universal Free Trade principles, nor have we.

It did not occur to Cobden that his policy would not be invited, or contrary to Adam Smith's belief that the cost of carriage of foodstuffs from countries which kept up against us would not be a sufficient protection to ensure that our own land would not, as it has done, go out of cultivation.

These things have been lost sight of, or are now unknown to our rulers and to our economic writers, otherwise they would awaken doubt of the wisdom of our present policy, even if there were no other grounds for it; but we have no abounding cause to change our policy if we look around.

Ho never realised his universal Free Trade principles, nor have we.

It did not occur to Cobden that his policy would not be invited, or contrary to Adam Smith's belief that the cost of carriage of foodstuffs from countries which kept up against us would not be a sufficient protection to ensure that our own land would not, as it has done, go out of cultivation.

These things have been lost sight of, or are now unknown to our rulers and to our economic writers, otherwise they would awaken doubt of the wisdom of our present policy, even if there were no other grounds for it; but we have no abounding cause to change our policy if we look around.

Germany, a nation distinguished in philosophy, science, and in technical skill even beyond our own, is pursuing a line for the advancement of its commerce which our teachers say would be ruinous to us if we took it with the result to Germany that it is advancing in every direction.

Its land is in full cultivation. In population it is growing at a pace that leaves us far in the rear; it is finding employment within its own bounds for its people, and, different from Britain, it no longer needs to send a redundant population to seek employment elsewhere. Having its own markets preserved to its own people, German manufacturers are equipped on the grandest scale, and it can produce iron and other goods as cheap as we. Its wealth and power have so increased that it has become the foremost among European nations, and is even challenging Britain's supremacy on the seas. It cannot be denied that it owes its success to its well-ordered protective duties, which are levied only in a way that tends to promote the interest of their people. Some of Germany's success is unquestionably due to Britain's present Free Trade practice. Germany uses our markets and the Colonial markets which we have provided as freely as—nay, on better terms than—ourselves. (It recently beat us in competition for water-pipes for Kinkoch-Levan.)

Out of our trading profits we have to maintain the fleets and forces required to safeguard our home and other markets, while our great trade rival, although practising a Protective, policy sells her products as freely as we in these markets, without contributing a farthing to our national purse or to that of our Colonies from the profits of such trading.

Our rivals are also free from some of the trading responsibilities that are imposed by Government on our own traders. In short, they come and live at the tables which we provide without reciprocating in any way way or giving us welcome at their tables.

BURMA OIL FIELDS.

A correspondent of the "Times of India" sends the following interesting note on the oil fields of Burma:

One of the most remarkable industrial features of Burma during the past few years has been the rapid development in the production of petroleum. The most casual visitor to the oil fields cannot fail to be impressed with the stupendous advance which this industry has reached during the past few years and the effect it is bound to have on the commercial future of Burma has long since passed beyond the problematical stage.

Now companies are being formed to drill the fields at Yenangyuan; new wells are being expeditiously bored, and there still remains immense reserves as yet untapped amply sufficient to supply the markets of the East for an indefinite number of years to come. The Burma Oil Company is now jumping monthly over 20 million gallons of crude oil from the pumping stations of Nyangmaw and Chauk to their Rangoon refineries. The river transportation facilities are worked to their utmost capacity and still the demand far exceeds the ability of the producers to supply it. The new line of steamers which has recently been floated will doubtless relieve the situation somewhat, but the transportation facilities are still inadequate.

Whether the concerns at present operating in Burma will eventually merge into a syndicate similar to the Standard is a question too remote for present discussion, but there is no doubt that the interests of the Standard in the East are seriously menaced by the great increase in local production, coupled with the adulteration of the dear oil now widely prevalent in Burma. Among the new companies which have been formed to exploit the fields the Twinkies is probably the strongest. This company is a distinctively British concern and one of the clauses in its charter prohibits the holding of shares by other than British subjects. This clause is said to be officially inspired and is probably directed against the American octopus, with the object of excluding the Standard from the Burma producing area. Twinkies have the additional advantage of operating their own refineries, and in this connection it is interesting to note that sulphuric acid, which is largely used in refining in return gold and other produce.

The fact that crude oil is now being used by the British Navy as fuel, owing to the valuable space economy and the probability of other navies following the example, opens up another prospect of great importance in oil production as does the manufacture of brackets, the new popular form of compressed fuel, of which crude petroleum is the chief ingredient.

The Crimean War and the Indian Mutiny, although they had a disturbing

SHIPPING.

ARRIVALS.

ANTLOCHUS, British str., 5,796, G. D. Key, 17th May—Manila, 15th May, General—Butterfield & Swire.
CHILDAL, Norwegian str., 1,047, Nielsen, 17th May—Bangkok and Swatow 16th May, Rice—Chinese.
CHIRINA, British str., 1,348, A. Harris, 6th May—Shanghai 13th May, General—Butterfield & Swire.
HOPSON, British str., 1,359, J. M. Hay, 16th May—Lahsun 10th May, Coal—Jardine, Matheson & Co.
KINTUCK, British str., 2,996, A. G. R. Paddle, 16th May—Amoy 15th May, General—Butterfield & Swire.
KUTSANG, British str., 3,000, R. C. D. Bradley, 16th May—Calcutta 2nd May, General—Jardine, Matheson & Co.
KWONGSHANG, British str., 1,146, W. P. Baker, 17th May—Swatow 15th May, General—Jardine, Matheson & Co.
PONTOON, German str., 998, W. Befelth, 17th May—Bangkok 10th May, Rice—Butterfield & Swire.
SAINT PATRICK, British str., 2,693, J. Fortay, 16th May—New York 23rd March, General—Dowdell & Co.
SOCOTRA, British str., 3,896, F. G. Andrew, 16th May—London 8th March, Cotton—P. & O. S. N. Co.
YUENSHANG, British str., 1,128, P. H. Roche, 17th May—Manila 14th May, General—Jardine, Matheson & Co.
ZAPFO, British str., 1,625, Rodger, 17th May—Manila 15th May, General—Shaw, Thomas & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
17th May.
Chihina, British str., for Canton.
Kuanche, British str., for Manila.
Kuanan, British str., for Shanghai.
Kuangang, British str., for Canton.
Manchuria, American str., for Shanghai.
Nanar, British str., for Yokohama.
Socota, British str., for Yokohama.
Singan, British str., for Hajhio.

DEPARTURES.

17th May.
AMIGO, German str., for Manila.
HUFER, British str., for Canton.
LYSHOFF, German str., for Canton.
PALEMBANG, Dutch str., for Palembang.
TSINTAU, German str., for Bangkok.

SHIPPING REPORTS.

The British str. *Kwongshang* reports: Mod. N.E. winds, high seas cloudy.
The British str. *Zafiro* reports: Light breeze and fine clear weather as far lat. 18° N from thence to port fresh dull and overcast.
The British str. *Kudat* reports: Light Southerly airs with smooth sea to the 18th parallel, thence moderate N. Easterly wind and sea till arrival.
The British str. *Chihina* report: Fresh N.Easterly wind with continuous drizzling rain from the Yangtze River to Turnabout, from there to port moderate Northwesterly winds fine weather.

VESSELS IN DOCK.

May 17th.
ABEDSEN DOCK.—KOWLOON DOCK.—Y. Sontau, Scandia, Sui Tai.
COSMOPOLITAN DOCK.—

TAIKO DOCK—Linan, Tamsui, Shantung, Maple Leaf, Korat, Chiyo Maru.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ AND PORT SAID.
(Taking cargo at through rates to the BRAZILS
to PERSIAN GULF, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC
PORTS).

THE Company's Steamship

"CHINA,"
Captain Bergulin will be despatched as above
on or about 25th inst.

This Steamer has capital accommodation for
passengers, electric light and carries a doctor and
stewardess.

For information as to Passage and Freight,
apply to

SANDER, WIELER & Co.,
Agents.
Princes' Buildings.

Hongkong, 5th May, 1909. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH, AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamer

"OCEANA,"
Captain T. H. Hide, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for Bombay, &c., on SATURDAY, the
29th May, at NOON, taking passengers
and cargo for the above ports in connection
with the Company's s.s. "VICTORIA," 6,500
tons, from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.

Sixty six Valuables, all cargo for France and
Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London,
other cargo for London, &c., will be conveyed
via Bombay by the R.M.S. "OCEANA" due
in London on the 2nd July, 1909.

Packets will be received at this Office until
4 P.M. the day before sailing. The contents
and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 17th May, 1909. [1]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and the vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.,	PERA	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	About 18th Inst.
LONDON & ANTWERP	GLENLOGAN	Brit. str.	—	McGregor Bros. & Gow	P. & O. S. N. Co.	On 25th Inst.
LONDON & VIA U.S.A. PORTS OF CALL	OCHEA	Brit. str.	—	T. H. Hide, R.N.R.	HAMBURG-AMERICA LINER	On 29th Inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP &c.	BELGRAVIA	Ger. str.	—	Hildebrandt	HAMBURG-AMERICA LINER	On 21st Inst.
BREMEN, HAMBURG & ROTTERDAM &c.	SUEVIA	Ger. str.	—	Selmer	HAMBURG-AMERICA LINER	On 8th June.
HARVE & HAMBURG VIA STRAITS, &c.	SILESIA	Ger. str.	—	Hoff	HAMBURG-AMERICA LINER	On 22nd Inst.
HARVE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	—	Eckhorn	HAMBURG-AMERICA LINER	On 17th June.
HARVE & HAMBURG, &c.	SCANDIA	Ger. str.	—	Dohren	HAMBURG-AMERICA LINER	On 23rd June.
CANTON	CANTON	Swed. str.	—	Melchers & Co.	Middle of June.	
OCEANIEN	YU MARU	Fr. str.	—	Sellier	MESSAGERIES MARITIMES	On 25th Inst., at 1 P.M.
YU MARU	SILVIA	Jan. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 26th Inst., at D'light.
KITANO MARU	DEFFLINGEN	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 9th June, at D'light.
HONGKONG MARU	CHINA	Aus. str.	—	F. F. Cope	HAMBURG-AMERICA LINER	On 2nd July.
EMPEROR OF INDIA	PATHAN	Brit. str.	—	St. John George	TRIESTE, &c. VIA SINGAPORE, &c.	About 2nd June.
MONTAGUE	MONTEAGLE	Brit. str.	2 m.	M. Yagi	TOYO KISEI KAISHA	On 1st June, at Noon.
KAGA MARU	KAGA MARU	Jap. str.	—	G. Meiners	MELCHERS & CO.	To-morrow, at Noon.
SEVERIC	SEVERIC	Brit. str.	—	Bergughan	WIRBEL & CO.	About 25th Inst.
TOGA MARU	TOGA MARU	Jap. str.	—	Dodwell	DODWELL & CO. LTD.	About 18th June.
ALDENHAM	ALDENHAM	Brit. str.	—	M. Higino	CANADIAN PACIFIC R. CO.	On 14th Inst., at Noon.
NIKKO MARU	NIKKO MARU	Jap. str.	—	W. Shotton	CANADIAN PACIFIC R. CO.	On 25th Inst., at 4 P.M.
CHANGSHA	CHANGSHA	Aus. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 3rd June.
KUMANO MARU	KUMANO MARU	Jap. str.	—	E. Gathemann	NIPPON YUSEN KAISHA	On 8th June, at D'light.
PEINZ WALDEMAR	PEINZ WALDEMAR	Brit. str.	—	St. John George	TRIESTE, &c. VIA SINGAPORE, &c.	On 28th Inst., at Noon.
KOBE	KOBE	Brit. str.	—	M. Yagi	GIBB, LIVINGSTON & CO.	On 11th June, at Noon.
KOBE & YOKOHAMA	KOBE & YOKOHAMA	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th June, at 4 P.M.
KAWACHI MARU	KAWACHI MARU	Jap. str.	—	F. Iske	BUTTERFIELD & SWIRE	On 9th July, at Noon.
KAMO MARU	KAMO MARU	Jap. str.	—	F. E. Andrew	P. & O. S. N. Co.	About 29th Inst.
KUMANO MARU	KUMANO MARU	Dan. str.	—	H. Petersen	JARDINE, MATHESON & CO., LTD.	To-morrow, at 4 P.M.
TILLIWONG	TILLIWONG	Brit. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 28th Inst., at 5 P.M.
KWANTUNG	KWANTUNG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 9th June, at Noon.
CHIENSHIEN	CHIENSHIEN	Brit. str.	—	Jurriaans	JAVA-CHINA-JAPAN LINER	Quick despatch.
CHIENSHIEN	CHIENSHIEN	Brit. str.	—	Dowson	BUTTERFIELD & SWIRE	On 21st Inst., at 4 P.M.
WEIHAIWEI, CHIENSHIEN & TIENTSIN	CHIENSHIEN	Brit. str.	—	F. Mooney	JARDINE, MATHESON & CO., LTD.	To-day, at Noon.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 20th Inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	H. G. Walker	MELCHERS & CO.	Middle of May.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	JARDINE, MATHESON & CO., LTD.	To-morrow, at Noon.	
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	C. Dowdell	MELCHERS & CO.	On 20th Inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & CO., LTD.	About 19th Inst.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	Nitsche	JARDINE, MATHESON & CO., LTD.	On 20th Inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	Rebfat	BUTTERFIELD & SWIRE	On 28th Inst., at 5 P.M.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	A. Meeker	MESSENGERIES MARITIMES	On 21st Inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	F. Frasier	BUTTERFIELD & SWIRE	On 29th Inst., at D'light.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	G. W. Gordon	P. & O. S. N. CO.	About 24th Inst.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	Luning	HAMBURG-AMERICA LINER	On 27th Inst.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	C. D. Goldsmith, R.N.R.	HAMBURG-AMERICA LINER	On 27th Inst.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	P. J. van Eimerick	JAVA-CHINA-JAPAN LINER	On 28th Inst., at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	K. Sugi	OSAKA SHOSEN KAISHA	On 23rd Inst., at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	H. Mireyama	OSAKA SHOSEN KAISHA	TODAY, at 1 P.M.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	Hodgkinson	DODWELL & CO.	To-morrow, at 1 P.M.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	J. W. Evans	DODWELL & CO.	On 21st Inst., at 1 P.M.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	Passmore	DODWELL & CO.	On 21st Inst., at 3 P.M.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 21st Inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	P. H. Roche	JARDINE, MATHESON & CO., LTD.	On 22nd Inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	E. Rodger	SHAWAN TONES & CO.	On 25th Inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	A. Somerville	BUTTERFIELD & SWIRE	On 28th Inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & CO., LTD.	On 29th Inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	N. V. Almond	SHAWAN TONES & CO.	On 29th Inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	CHIENSHIEN	Brit. str.	—	F. Semill</td		

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

	STEAMERS	TO SAIL	REMARKS
KOBE	SOCOTRA	About 18th May	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PEN- ANG, COLOMBO PORT	PERA	About 19th May	Freight only.
SAYD and MARSEILLES	Capt. W. W. Cooke, R.N.R.		
SHANGHAI	DELHI	About 27th May	Freight and Passage.
LONDON VIA USUAL PORTS	OCEANA	Noon, 29th May	See Special Advertisement.
SHANGHAI, MOJI, KOBE	SIMLA	About 4th June	Freight and Passage.
YOKOHAMA	Capt. C. D. Goldsmith, R.N.R.		

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 18th May, 1909.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 18th May, 3 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW"	On 20th May, 4 P.M.
SHANGHAI	"CHINHUA"	On 20th May, 4 P.M.
NEWCHWANG	"KWEIYANG"	On 21st May, 4 P.M.
SHANGHAI	"CHENAN"	On 23rd May, D'light
MANILA	"TAMING"	On 25th May, 3 P.M.
SHANGHAI	"YINGCHOW"	On 27th May, 4 P.M.
MANIL	"ANHUI"	On 30th May, D'light
THURSDAY ISLAND, COOK-TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 15th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANLU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SHANGHAI LINE

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 35.

For Freight or Passage apply to—
Hongkong, 18th May, 1909.BUITERFIELD & SWIRE,
AGENTS. 11

INDO-CHINA S. NAV. CO., LTD.

FOR	STEAMERS	TO SAIL
TIENTSIN VIA SWATOW, WEIHAI-WEI & CHEFOO	CHIPIOSHING	Tuesday, 18th May, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 18th May, 3 P.M.
SHANGHAI VIA SWATOW	"WINGSANG"	Wednesday, 19th May, Noon.
KOBE	"AMARA"	Wednesday, 19th May, 4 P.M.
SHANGHAI YOKOHAMA, KOBE & MOJI	"KUTSANG"	Thursday, 20th May, Noon.
SHANGHAI	"KWONGSANG"	Thursday, 20th May, 4 P.M.
MANILA	"YUENSANG"	Friday, 21st May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 22nd May, Noon.
SINGAPORE & SAMARANG	"HOPSANG"	Tuesday, 25th May, Noon.
MANILA	"LOONGSANG"	Friday, 28th May, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage apply to—
JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS. 16

Hongkong, 18th May, 1909.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

FOR	LEAVING
"HAIYANG"	SWATOW, AMOY & FOOCHOW
Capt. A. E. Hodges	TUESDAY, 18th May, at 1 P.M.
"HAIMUN"	SWATOW
Capt. Evans	WED'DAY, 19th May, at 1 P.M.
"HAICHING"	SWATOW, AMOY & FOOCHOW
Capt. Passmore	FEIDAY, 21st May, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & CO.,
GENERAL MANAGERS.

Hongkong, 18th May, 1909. 10

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG-SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

THE CO'S S.S.

LEAVING

SHANGHAI VIA SWATOW ("BUJUN MARU")

AMOY & FOOCHOW

TAMSUI VIA SWATOW ("DAIGI MARU")

& SWATOW

ANPING VIA SWATOW ("SOSHU MARU")

& AMOY

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unravelled Table.

Taking cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 18th May, 1909. T. ARIMA, Manager. 13

**HAMBURG-AMERIKA LINIE
HAMBURG.**

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:

S.S. ISTRIA 29th May

S.S. BRASILIA 9th June

S.S. SEGOVIA 17th June

S.S. C. FERD. LAEISZ 26th June

S.S. SLAVOIA 10th July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 17th May, 1909. Hongkong Office. 12

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

June 1st, at Noon. July 1st, at Noon.

S.S. HONGKONG MARU 6000 tons gross 21st May

S.S. MANSHU MARU 5000 " " 21st May

S.S. AMERICA MARU 6000 " " 21st May

S.S. HONGKONG MARU 6000 " " 21st May

S.S. MANSHU MARU 5000 " " 21st May

For particulars apply to—

K. MATSDA, Manager.

TOYO KISEN KAISHA, York Building.

[42]

Hongkong, 5th May, 1909.

SOUTH MANCHURIA RAILWAY CO.



SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Services by the S.S. "KOB MARU" and "SAIKO MARU" (2,877 tons each).

NORTH-BOUND.

Leaves—Shanghai (Steamer) Morning. Arrive—Dairen Morning.

Lv. — Mukden 11 a.m. Ar. — Changchun 8.50 a.m.

Lv. — Changchun 9.15 a.m. Ar. — Harbin 5 a.m.

Lv. — Harbin (Russian Train) 6.55 a.m. Ar. — Harbin 3 p.m.

Connecting at Harbin with State Express for Moscow. Wagon-Lits for Moscow. State Express for St. Petg. from Moscow.

SOUTH-BOUND.

Leaves—Harbin (Russian Train) 9 a.m. Arrive—Changchun 5.37 p.m.

Lv. — Mukden 7 p.m. Ar. — Dairen 2.10 a.m.

Lv. — Dairen 2.30 a.m. Ar. — Changchun 12.30 p.m.

Lv. — Changchun (Steamer) afternoon. Ar. — Shanghai (Steamer) 1 p.m.

* Russian Train time is 23 minutes earlier than S. M. R. time.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "YAMATO")

At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "MANTEGCO" Codes: A.B.C., 5th Ed., Al, and Lieber's. [137-722]

THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Monday, the 24th instant, being Public Holiday, the Post Office will be open for one hour only i.e. from 8 till 9 a.m. In the event of the arrival of the French Mail from South the delivery will be as usual.

There will be one delivery and a collection of letters as on Sundays.

The Money Order Office will be entirely closed.

Approximate times of closing mails at 12th via Dalmatia and Siberia.

22nd May ... at 8.30 p.m.

23rd May ... at 8.30 p.m.

24th May ... at 5.30 p.m.

3rd June ... at 8.00 a.m.

The Just now, with the German mail of the 21st April left Singapore on Saturday, the 15th inst., at 8 a.m., and may be expected here to-morrow, at noon.

The Sydney, with the French mail of the 23rd ultimo, left Singapore on Monday, the 17th inst., at 3 p.m., and may be expected here on or about Monday, the 24th instant, at daylight. This post brings replies to letters despatched from Hongkong on the 20th March.

Extra Postage 10 cents.

Extra Postage 10